DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA

INTERDEPARTMENT CORRESPONDENCE

FILE: STP000-0066-01(029) Dodge
P.I. No.: 221975
SR 841/Northwest Eastman Bypass

OFFICE: Engineering Services

DATE: October 16, 2009

FROM: Ronald E. Wishon, Project Review Engineer REW

TO: Bobby K. Hilliard, PE, State Program Delivery Engineer
Attn.: Tim Matthews

SUBJECT: IMPLEMENTATION OF VALUE ENGINEERING STUDY ALTERNATIVES

The VE Study for the above project was held August 18-21, 2009. Responses were received on October 13, 2009. Recommendations for implementation of Value Engineering Study Alternatives are indicated in the table below. The Project Manager shall incorporate the VE alternatives recommended for implementation to the extent reasonable in the design of the project.

ALT #	Description	Potential Savings/LCC	Implement	Comments
A-1	Use a 3-lane typical section	$1,676,000	No	This typical was evaluated prior to the VE Study and it was eliminated due to diminished capacity. The design speed is 55 mph. ADT is 5900 with a truck percentage of 6%. The need and purpose clearly states that this project is to provide a bypass around Eastman and implies that traffic will expect to travel at a greater speed and with a larger percentage of trucks. A reduction in capacity is not in keeping with the stated need and purpose.
A-3	Reduce travel lane widths from 12 foot to 11 foot on mainline	Proposed = $372,600 Actual = $93,000	Yes	Due to the fact that this project is intended to by a bypass with an increased truck volume, the inside lane width will be reduced to 11 ft and the outside lane will remain 12 ft. The potential savings have been adjusted. A design variance will be required.

A-3.1	Reduce travel lane widths from 12 foot to 11 foot on side roads	$14,700	Yes	Because of the low volume of truck traffic, and the low percentage of trucks on the side roads, this will be done for Fire Tower Road and Antioch Baptist Church Road.
A-4	Reduce design speed to 45 mph	Design Suggestion	No	The need and purpose clearly states that this project is to provide a bypass around Eastman and implies that traffic will expect to travel at a higher speed. A reduction in design speed would significantly reduce the Level of Service of the facility. (See Figure 1 attached).
A-5	Reduce mainline paved shoulder widths to 4 foot	$353,300	Yes	This will be done.
A-6	Modify Ramp A design to eliminate the free flow right turn lane	$148,000	No	Ramp A, from SR 87 to the proposed bypass, was designed to permit traffic to access the bypass without slowing or coming to a complete stop. The ramp also allows for the reduction of the typical section of SR 87 from two SB lanes to one by directing one lane, via the ramp, onto the bypass. While eliminating the ramp would provide a cost savings, a reduction of traffic speed along the corridor would be the result.
A-7	Reduce project limits for Fire Tower Road from Sta. 12+99 to Sta. 15+00	$45,000	Yes	This will be done.

E-3	Use 14 ft wide raised grass median section instead of 14 foot full depth flush median	$211,200	No	The proposed typical section has been a major concern for the property owners along the corridor. They are aware of the proposed flush median and are in agreement with the median as proposed. Any deviation from this median would require further coordination with the property owners. In order to determine if another type of median should be used, the designer expanded on the recommendation made in the VE Study report. Four different typical sections were compared based on safety and cost. These typical sections were (1) 14 ft flush median as currently proposed, (2) 14 ft median with header curb and a 13 ft grassed width as proposed by the VE Study, (3) 14 ft raised median with 30 in curb and gutter and 9 ft grassed width, and (4) 14 ft raised median with a 2 ft offset at the inside edge of pavement, 30 in curb and gutter and 5 ft grassed width. After considering cost, safety and public commitments, it was determined that the proposed typical section was the most cost effective. A detailed analysis is attached.

The Office of Engineering Services concurs with the Project Manager's responses.

Approved: _____ **Date:** 10/19/09

Gerald M. Ross, PE, Chief Engineer

REW/LLM
Attachments
c: Genetha Rice Singleton
Bobby Hilliard/Stanley Hill/Tim Matthews
Brent Story/Andy Casey/Brad Ehrman/Chris Rudd/Courtney Lovelace
Bobby Dollar
Rusty Merritt
Ken Werho
Lisa Myers
Matt Sanders

DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA

INTERDEPARTMENT CORRESPONDENCE

FILE STP00-0066-01(029), Dodge County
Northwest Eastman Bypass
P.I. No. 221975

OFFICE Program Delivery

DATE October 9, 2009

FROM Bobby K. Hilliard, PE, State Program Delivery Engineer Bobby Hilliard

TO Ronald E. Wishon, Project Review Engineer

SUBJECT **Value Engineering Study Report Response**

STP00-0066-01(029) is located in Dodge County and is proposed as a new bypass around the northwest side of Eastman. Four 12 foot lanes with a 14 foot flush median on 150 feet of right-of-way would be constructed between US 341 / SR 27 and US 23 / SR 87. The proposed roadway would begin at US 341 / SR 27, approximately 0.4 miles east of CR 78 / Orphan Cemetery Road, and extend northward onto new location for approximately 0.9 mile. It would then turn northeastward and intersect CR 138 / Fire tower road, CR 348 / Antioch Baptist Church Road, and end at US 23 / SR 87 approximately 0.2 mile south of CR 137 / Old Dodge High Road. The speed design is 55 mph and the total length of the project would be approximately 2.5 miles.

This office has received and reviewed the recommendations and responses to the Value Engineering Study Workshop Report dated August 21, 2009. Attached are the responses to the recommendations:

If there are any questions please contact Tim W. Matthews, P.E. of this Office at (404) 631-1568.

S.H.
BKH:SH:TWM

Attachments

Cc: Director of Preconstruction
Attn: Genetha Rice-Singleton, Assistant Director of Preconstruction
Lisa Myers/Matt Sanders– Engineering Services
Brent Story/Andy Casey - Road Design

DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA

INTERDEPARTMENT CORRESPONDENCE

FILE STP00-0066-01(029) Dodge County
P.I. No. 221975
Northwest Eastman Bypass

OFFICE Road Design

DATE October 9, 2009

FROM Brent A. Story, P.E., State Road Design Engineer

TO Bobby Hilliard, P.E., State Program Delivery Engineer
Attn: Tim Matthews, P.E., Associate Project Manager

SUBJECT **Value Engineering Study Report Response**

This office has received and reviewed the recommendations of the Value Engineering Study Workshop Report dated August 21, 2009. Below are our responses to the recommendations:

Alternatives:

A-1 **Use A Three Lane Typical Section**
This alternate is not recommended for implementation.

This typical section was evaluated prior to the VE study. However, it was deemed to not be the best solution for this project for several reasons. Chief among them, the capacity of the corridor is tremendously reduced with the reduction of the typical section. (See Figure 1 attached)

This project has a design speed of 55 MPH. The design ADT is 5900 with a truck percentage of 6%. The Need and Purpose of this project clearly states that this project is to provide a bypass around Eastman and implies that traffic will be expecting to travel at a greater speed and with a larger percentage of truck traffic. A reduction, therefore, in capacity along this corridor is not in keeping with the stated Need and Purpose.

In addition to the reduction of capacity, this typical section also reduces safety by encouraging the use of the flush median as a passing lane. Furthermore, this typical section does not correspond with either of the two termini facilities, both of which are four-lane facilities with a depressed median. This was substantiated by FHWA's review comments from the prior evaluation of this typical section.

While this alternate would provide for a significant savings to the project cost, those saving would be at the expense of the functionality of the corridor and therefore not justified. It is the recommendation of this office to not implement this alternate.

A-3 Reduce travel lane widths from 12 to 11 feet:
This alternate is partially recommended for implementation.

The design ADT of this project is 5900 with a truck percentage of 6%. Due to an expected increase in future truck traffic along this bypass facility, a reduction of all travel lanes to 11-ft may be problematic.

It is the recommendation of this office to not implement this alternate as specified. However, a reduction in lane width from 12-ft to 11-ft will be acceptable along the mainline for this project within the inside lane contingent upon the approval of a design variance for that modification.

The approximate savings of this alternative as recommended for implementation by this office will be approximately $93,000.

A-3.1 Reduce travel lane widths on side roads from 12 to 11 feet:
This alternative is recommended for implementation.

Because of the low volume of traffic and low truck percentage generated on the side roads of this project, 11-ft lanes are acceptable. With the exception of Rozar-Goolsby Connector, all side roads will have 11-ft lanes. Rozar-Goolsby Connector is nearly entirely curved with a radius that would necessitate widening for tracking purposes. As a result 12-ft lanes will be maintained on this side road.

A-4 Reduce the Design Speed to 45 MPH:
This alternative is not recommended for implementation.

The recommendation for this alternative in the VE study is given primarily for the relatively short nature of this project as well as the assumption that suggestion A-6, a modification of the ramp A design, would be implemented and thereby a reduction of the traffic speed at the beginning of the project would occur. While the project is relatively short, the Need and Purpose of the project is to facilitate bypass traffic around Eastman and provide for route for truck traffic. As a result, a higher design speed would be somewhat expected by the traveling public along the corridor. Furthermore, a reduction in design speed would significantly reduce the Level of Service of the facility. (See Figure 1 attached) Because of this and because this alternate would not directly save any cost to the project this alternate is not recommended for implementation by this office.

A-5 Reduce the Mainline Paved Shoulder Widths to 4 Feet:
This alternative is recommended for implementation.

Because this route is not designated as a bike route, a reduction of the paved width of the mainline shoulders is acceptable.

A-6 Modify Ramp A Design:
This alternative is not recommended for implementation.

The ramp, from SR 87 to the proposed Eastman Bypass, was originally incorporated as a means to accommodate the bypass traffic without requiring that traffic to slow or come to a complete stop while turning onto the bypass. The ramp also allows for the reduction of the typical section of SR 87 from two lanes in the southbound direction to just one by directing one lane, via the ramp, onto the proposed Eastman Bypass. In addition, the ramp allows for the reduction of typical section on the Bypass from two lanes in the southbound direction to just one lane between SR 87 and ramp tie in.

While the elimination of this ramp would provide for a cost savings to this project, the resulting reduction of traffic speed along the corridor would not be justified by the potential savings. This alternate is therefore not recommended for implementation by this office.

A-7 Reduce Project Limits for Fire Tower Road from Sta 13+00 to Sta 15+00:
This alternative is recommended for implementation.

After reviewing the profile for Fire Tower Road it was determined that the project limits for this side road may be reduced. This alternative is therefore recommended for implementation.

E-3 Use a 14-Foot Non-Depressed Grass Median Instead of A 14-Foot Full Depth Median:
This alternative is not recommended for implementation.

This alternative would change the proposed 14-ft flush median to a 14-ft grassed, raised median with header curb along the inside edge of pavement. See the attached typical sections for further clarification.

It should be noted that though there are few property owners along this project, they have been very clear voicing their concerns about this project. Specifically the proposed typical section has been a great concern for some. As a result the Department has been in contact with these property owners prior to the VE study. To date, these property owners have been informed that the proposed typical section is a flush median (TS1). To deviate from that typical section would require further coordination with these property owners.

However, in order to fully investigate the option identified by the VE study, a total of four typical sections were compared based primarily on safety and cost to determine the best section to apply to this project. A full description of each typical section and the comparison between each is as follows:

Description of Sections

Typical Section No. 1 (TS1)
This typical section is the currently proposed typical section for the project and consists of a 14-ft flush median for the entirety of the project.

Typical Section No. 2 (TS2)
This typical section is the section recommended by the Value Engineering Report. It consists of a 14-ft median with a header curb at the inside edge of pavement and a 13-ft grassed width from curb to curb inside the median.

Typical Section No. 3 (TS3)
This typical section consists of a 14-ft raised median with 30-inch curb and gutter at the inside edge of pavement and 9-ft grassed width from curb to curb inside the median. This typical section was added to this comparison to allow for adequate drainage and the AASHTO require offset spacing to a barrier face, namely the curb.

Typical Section No. 4 (TS4)
This typical section consists of a 14-ft raised median with a 2-ft offset beginning at the inside edge of pavement, a 30-inch curb and gutter, and a 5-ft grassed width from curb to curb inside the median. This typical section was added to reflect the standard GDOT policy of adding an extra 2-ft offset at the inside edge of pavement for a 55 MPH design speed.

Cost Analysis

A detailed cost analysis was performed for each of the alternate typical sections listed above. While there was a difference in price between each of the alternates, it should be mentioned that this difference was slight and much less than cost savings reported in the Value Engineering Report. The cost associated with the VE recommended typical section was slightly greater than the currently proposed typical section for several reasons.

The largest difference in price between any of these alternatives was caused by paving quantities. However, because of the reduced width of the raised medians, it was necessary to maintain a flush median section in areas of median openings to allow a proper left turn lane width. In addition the frequency of median openings necessary for this project combined with the relatively short length of the project allowed only about 3500-ft of the project to utilize a raised median of any sort. As a result the pavement costs between each of these alternatives are somewhat similar.

Furthermore, the introduction of a raised median of any sort facilitates the need for additional pay items not initially accounted for within the Value Engineering Report. The cost comparison included with this report (See Figure 2) makes provision for the inclusion of catch basins, storm drain pipe, and curb and gutter which will be required in some areas of the raised median alternatives (TS2, TS3, and TS4). This increases the overall cost for each of these alternatives and causes the total cost to rise above the cost of the 14-ft flush median.

Safety Analysis

Typical Section Number 1

While it is true that typical section number 1 does allow for illegal U-Turn maneuvers within the project corridor, it also has some advantages over the other alternates. Because of the absence of a curb at the inside edge of travel way, no offset to any face of curb is required. In addition, roadway water will be channelized along the face of curb, therefore, gutter spread will not an issue.

Typical Section Number 2

The VE alternative does disallow illegal U-Turn maneuvers within the project corridor; but it does so by placing a raised median very close to the inside edge of traffic. In order to fully comply with AASHTO guidelines, the face of that curb must be accompanied by at least a 1-ft, and preferably 2-ft, offset. (A Policy on Geometric Design of Highways and Street, 2004, pg 322, AASHTO).

The safety ramifications of the absence of this offset are increased when the design speed is above 45 MPH, as is the case with this project. Because the VE alternate (TS2) does not allow for the minimal offset to the face of the curb it would require a design exception and FHWA approval. In addition, the absence of a sufficient gutter width in alternate TS2 increases the risk of hydroplaning because the gutter spread must be entirely accommodated within the travel lane.

Typical Section Number 3

Like TS2, this typical section also channelizes traffic with the raised median and disallows illegal U-Turn maneuvers. It, however, also allows for a gutter to convey gutter flow and provide the necessary barrier offset. As a result, this typical section provides all the safety characteristics required by federal standards.

Typical Section Number 4

This typical section maintains all the characteristics and safety advantages of TS3, but also allows for an additional 2-ft offset to the edge of gutter line within the median. This offset is preferred by standard GDOT policies for a 55 MPH design speed.

See Figure 3 for further clarification.

Figure 3 Comparison of Typical Sections

Typical Section	Safety Considerations			Public Commitment	Cost (Mills)
	Disallows Illegal U-Turns	Maintains Proper Offset To Curb	Allows Proper Gutter Flow		
Typical Section No 1 (TS1)	✗	✓	✓	✓	$3.55
Typical Section No 2 (TS2)	✓	✗	✗	✗	$3.59
Typical Section No 3 (TS3)	✓	✓	✓	✗	$3.64
Typical Section No 4 (TS4)	✓	✓	✓	✗	$3.70

Other Considerations

Because of the relatively short nature of this project, much of the raised median proposed in alternatives TS2, TS3, and TS4 would be interrupted with median openings. Furthermore, because of the reduced width of the raised median, and the inability to develop a sufficient width of a left turn lane within the reduced raised median, these openings would necessitate bull-nosing at the point of taper development and the use of a flush median. Essentially, despite the use of any raised median alternatives (TS2, TS3 or TS4), most of the project would by necessity utilize TS1.

Recommendation

Because of the considerations of public safety, project costs, need and purpose it is the recommendation of this office to not implement this VE recommendation and maintain the 14-ft flush median (TS1) alternative on this project.

If you have any questions or comments concerning these recommendations, please contact Brad Ehrman, P.E. at (404) 631-1669.

BAS:CAC:rcr

Figure 1 Comparison of Capacity between Typical Sections

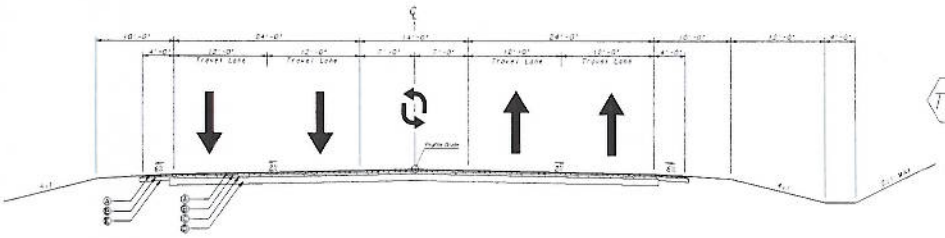
Section Type	45 MPH	55 MPH
Three Lane Flush Median	E	C
Five Lane Flush Median	--*	A

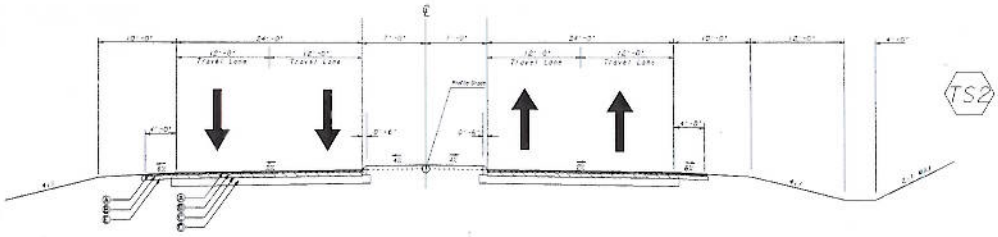
**The Highway Capacity Manual makes no provision for determining LOS of multilane highways with a design speed less than 55 MPH.*

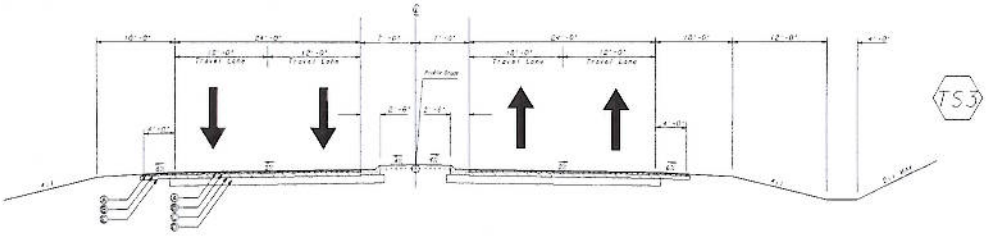
Figure 2 Cost Comparison between Typical Sections

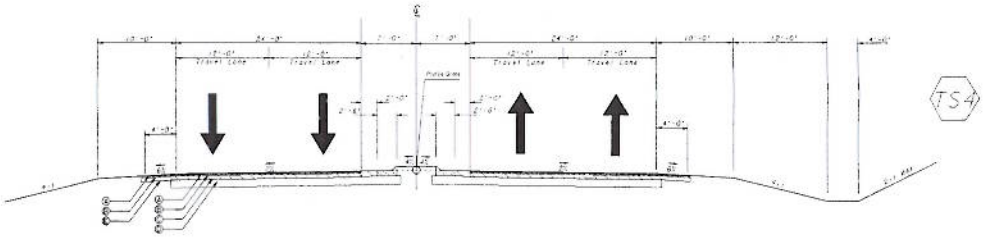
Description	Unit Price	Typical Section No 1 (TS1)		Typical Section No 2 (TS2)		Typical Section No 3 (TS3)		Typical Section No 4 (TS4)	
		Quantity	Price	Quantity	Price	Quantity	Price	Quantity	Price
12.5 MM SUPERPAVE (165 LB/SY)	$ 64.62 / TN	6,652	$429,852.24	6,283	$406,007.46	6,283	$406,007.46	6,414	$414,472.68
19 MM SUPERPAVE (220 LB/SY)	$ 67.65 / TN	8,870	$600,055.50	8,378	$566,771.70	8,378	$566,771.70	8,551	$578,475.15
25 MM SUPERPAVE (550 LB/SY)	$ 62.61 / TN	22,174	$1,388,314.14	20,945	$1,311,366.45	20,945	$1,311,366.45	21,379	$1,338,539.19
GR AGGR BASE CRS, INCL MATL	$ 18.12 / TN	47,025	$852,093.00	44,418	$804,854.16	44,418	$804,854.16	45,338	$821,524.56
CONCRETE HEADER CURB, 6 IN, TP 2	$ 13.03 / LF	0	$0.00	11,164	$145,466.92	0	$0.00	0	$0.00
CONC CURB & GUTTER, 6 IN X 30 IN, TP 7	$ 17.40 / LF	0	$0.00	0	$0.00	11,164	$194,253.60	11,164	$194,253.60
CATCH BASIN, GP 1	$ 2,515.37 / EA	0	$0.00	4	$10,061.48	4	$10,061.48	4	$10,061.48
STORM DRAIN PIPE, 18 IN, H 1-10	$ 37.74 / LF	0	$0.00	200	$7,548.00	200	$7,548.00	200	$7,548.00
UNCLASS EXCAV	$ 2.90 / CY	49,501	$143,552.90	39,189	$113,647.29	40,286	$116,830.18	40,341	$116,987.62
BORROW EXCAV, INCL MATL	$ 5.43 / TN	24,546	$133,284.78	41,761	$226,760.28	41,299	$224,251.02	40,303	$218,845.24
PERMANENT GRASSING	$ 831.65 / AC	0	$0.00	1	$864.92	1	$831.65	1	$831.65
TOTAL			**$3,547,152.56**		**$3,593,348.65**		**$3,642,775.70**		**$3,701,539.17**

TYPICAL SECTION
S.R. 841









REQUIRED PAVEMENT

(A) RECYCLED ASPH CONC. 12.5 MM SUPERPAVE, GP 2 ONLY, INCL BITUM MATL & H LIME, 165 LBS/SY
(B) RECYCLED ASPH CONC 19 MM SUPERPAVE, GP 1 OR 2, INCL BITUM MATL & H LIME, 220 LBS/ SY
(C) RECYCLED ASPH CONC 25 MM SUPERPAVE, GP 1 OR 2, INCL BITUM MATL & H LIME, 550 LBS/SY
(D) GR AGGR BASE CRS, 10 INCH (ALTERNATE 1) SOIL CEMENT BASE, 8" (ALTERNATE 2)
(E) GRADED AGGREGATE BASE, 6"

GEORGIA
DEPARTMENT OF TRANSPORTATION

REVISION DATES

STATE OF GEORGIA
DEPARTMENT OF TRANSPORTATION
OFFICE: ROAD DESIGN

TYPICAL SECTIONS

5-01

STATE: GA
PROJECT NUMBER:
STATE-CODE-(ALLOCA)
SHEET NO
TOTAL SHEETS

10/9/2009
USER: tmatthews

Not a PRF
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GAMCOV

STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
GA	STP00-0066-01(029)	1	

DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA

PLAN AND PROFILE OF PROPOSED

NORTHWEST EASTMAN BYPASS - S.R. 841

DODGE COUNTY
STATE AID PROJECT
STP00-0066-01(029)

GEORGIA D.O.T. P.I. NO. 221975
FEDERAL ROUTE NO. N/A
STATE ROUTE NO. 841

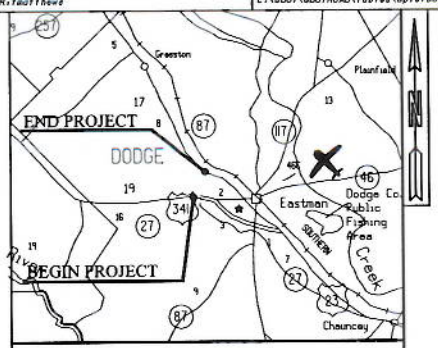
LOCATION & DESIGN APPROVAL DATE: - -

FUNCTIONAL CLASSIFICATION:
RURAL PRINCIPAL ARTERIAL

PDP CLASSIFICATION:
MAJOR

THIS PROJECT IS 100% IN DODGE COUNTY AND IS 100% IN CONGRESSIONAL DISTRICT NO. 8.

PROJECT DESIGNATION:
EXEMPT



LOCATION SKETCH

THIS PROJECT HAS BEEN PREPARED USING THE HORIZONTAL GEORGIA COORDINATE SYSTEM OF 1984 (NAD1983)/94 WEST ZONE, AND THE NORTH AMERICAN VERTICAL DATUM (NAVD) OF 1988.

GOOLSBY ROAD / CR 104

ANTIOCH BAPTIST CHURCH ROAD / CR 348

U.S. 23 / SR 87

U.S. 341 / SR 27

MID POINT COORDINATES:
STA. 54+48.42
N 805963.03
E 325866.44

BEGIN PROJECT
CONSTRUCTION
STP00-0066-01(029)
STA. 10+00.00
Northing = 801551.296
Easting = 325933.686
Longitude = 90° 31.0' 16.3"
Latitude = 32° 2.0' 38.4"
Milepost = N/A

END PROJECT
CONSTRUCTION
STP00-0066-01(029)
STA. 118+96.83
Northing = 811547.609
Easting = 328091.936
Longitude = 90° 30.0' 58.3"
Latitude = 32° 4.0 ' 17.9"
Milepost = N/A

ROZAR - GOOLSBY CONNECTOR

FIRE TOWER ROAD / CR 138

PLANS PREPARED BY:
OFFICE OF ROAD DESIGN

RECOMMENDED FOR APPROVAL BY:

DATE STATE ROAD DESIGN ENGINEER

DATE CHIEF ENGINEER

PLANS COMPLETED	- -
REVISIONS	
DATE SHEETS	

NOTE :
ALL REFERENCES IN THIS DOCUMENT, WHICH INCLUDES ALL PAPERS, WRITINGS, DOCUMENTS, DRAWINGS, OR PHOTOGRAPHS USED, OR TO BE USED IN CONNECTION WITH THIS DOCUMENT, TO " STATE HIGHWAY DEPARTMENT OF GEORGIA ", "STATE HIGHWAY DEPARTMENT ", GEORGIA STATE HIGHWAY DEPARTMENT ", " HIGHWAY DEPARTMENT ", OR " DEPARTMENT " WHEN THE CONTEXT THEREOF MEANS THE STATE HIGHWAY DEPARTMENT OF GEORGIA, AND SHALL BE DEEMED TO MEAN THE DEPARTMENT OF TRANSPORTATION.

THE DATA, TOGETHER WITH ALL OTHER INFORMATION SHOWN ON THESE PLANS OR IN ANYWAY INDICATED THEREBY, WHETHER BY DRAWINGS OR NOTES, OR IN ANY OTHER MANNER, ARE BASED UPON FIELD INVESTIGATIONS AND ARE BELIEVED TO BE INDICATIVE OF ACTUAL CONDITIONS. HOWEVER, THE SAME ARE SHOWN AS INFORMATION ONLY, ARE NOT GUARANTEED, AND DO NOT BIND THE DEPARTMENT OF TRANSPORTATION IN ANY WAY. THE ATTENTION OF BIDDER IS SPECIFICALLY DIRECTED TO SUBSECTIONS 102.04, 102.05, AND 104.03 OF THE SPECIFICATIONS.

DESIGN DATA:	
TRAFFIC A.D.T.:	3200 (2011)
TRAFFIC A.D.T.:	5900 (2031)
TRAFFIC D.H.V.:	335 (2031)
DIRECTIONAL DIST:	60/40
% TRUCKS:	6%
24 HR.TRUCKS %:	7%
SPEED DESIGN:	45 MPH

SCALE IN FEET
0 1000 2000 4000

LENGTH OF PROJECT	DODGE COUNTY 091
	MILES
NET LENGTH OF ROADWAY	2.2513
NET LENGTH OF BRIDGES	0.0000
NET LENGTH OF PROJECT	2.2513
NET LENGTH OF EXCEPTIONS	0.0000
GROSS LENGTH OF PROJECT	2.2513

3/7/2007

PRECONSTRUCTION STATUS REPORT FOR PI:221975-

PROJ ID : 221975-
COUNTY : Dodge
LENGTH (MI) : 2.50
PROJ NO.: STP00-0066-01(029)
PROJ MGR: Matthews, Tim
AOHD Initials: SSH
OFFICE : Program Delivery
CONSULTANT: No Consultant, GDOT In-House Design
SPONSOR : GDOT
DESIGN FIRM: GDOT Road Design B Ehrman

SR 841/NW EASTMAN BYP FM SR 27/US 341 NE TO SR 87/US 23

MPO: Not Urban
TIP #:
MODEL YR :
TYPE WORK: Roadway Project
CONCEPT: NL 4R(MED 14)
PROG TYPE: New Construction
Prov. for ITS: N
BOND PROJ :

DOT DIST: 2
CONG. DIST: 8
BIKE: N
MEASURE: E
NEEDS SCORE: 5
BRIDGE SUFF:

MGMT LET DATE : 02/15/2011
MGMT ROW DATE : 10/22/2010
BASELINE LET DATE: 02/15/2011
SCHED LET DATE : 2/24/2011
WHO LETS?: GDOT Let
LET WITH :

LATE START	*LATE FINISH*	*TASKS*	*ACTUAL START*	*ACTUAL FINISH*	*%*
		Concept Development	1/15/2002	3/17/2004	100
		Concept Meeting	2/25/2003	2/25/2003	100
		PM Submit Concept Report	1/9/2004	1/10/2004	100
		Receive Preconstruction Concept Approval	1/27/2004	2/10/2004	100
		Management Concept Approval Complete	**2/20/2004**	**3/17/2004**	**100**
		Revise or Re-validate Approved Concept	12/15/2008	2/20/2009	100
	10/29/2009	Value Engineering Study	7/6/2009		83
		Public Information Open House Held	2/25/1998	2/25/1998	100
		Environmental Approval	**9/3/2003**	**11/15/2004**	100
		Pub Hear Held/Comm Resp (EA/FONSI, GEPA)	6/3/2004	6/3/2004	100
		Mapping	11/8/2006	1/30/2007	100
		Field Surveys/SDE	2/27/2007	6/21/2007	100
		Preliminary Plans	**8/1/2007**	**5/18/2009**	100
		Underground Storage Tanks	1/5/2009	4/7/2009	100
		404 Permit Obtainment	12/5/2003	4/7/2004	100
		PFPR Inspection	6/16/2009	6/16/2009	100
		R/W Plans Preparation	6/22/2009	9/15/2009	100
	11/3/2009	**R/W Plans Final Approval**	**9/17/2009**		**76**
10/26/2009	10/28/2009	L & D Approval			0
10/30/2009	12/29/2010	R/W Acquisition			0
11/12/2010	11/25/2010	Stake R/W			0
10/23/2009	6/8/2010	Soil Survey			0
10/29/2009	**6/16/2010**	**Final Design**			0
10/7/2010	10/8/2010	FFPR Inspection			0
11/5/2010	11/18/2010	Submit FFPR Responses (OES)			0

PROGRAMMED FUNDS

Activity	Approved	Proposed	Cost	Fund	Status	Date Auth
PE	1999	1999	372,000.00	Q24	AUTHORIZED	7/10/1998
ROW	2009	2012	882,204.91	L240	PRECST	
UTL	NONE	2013	82,168.22	L240	PRECST	
CST	LR	LR	13,749,973.55	L240	PRECST	

PE Cost Est Amt:	372,000.00	Date:	
ROW Cost Est Amt:	720,142.00	Date:	6/15/2009
Utility Cost Est Amt	67,600.00	Date:	2/20/2009
CST Cost Est Amt:	8,441,291.00	Date:	2/20/2009

STIP AMOUNTS

Activity	Cost	Fund
PE		Q24
ROW	1,281,000.00	L240
UTL	0.00	L240
CST	0.00	L240

PDD: OCT99 BOARD MOVED FROM LONG RANGE
Bridge: NO BRIDGE REQUIRED
Design: BRE: Preparing VE response (09-29-09)
EIS: |R4-19-06|FONSIApv11-15-04|NotOnSchedRW| Dollar 7.6.09
LGPA: DODGE REF ROW & UTILITIES 3-19-03|RESCISSION LETTER SENT TO DODGE 3-13-08.
Prog. Develop: Studstill moved ROW from LOCL to L240 funds 12/19/05
Programming: PR2/P=9-3-98|#1 2-03#2 3-07|#3 7-09
Railroad: Need Plans
Traffic Op: >MAC:ASSIGNED 12-11-08!PFPRsent5/29/09W/R
Utility: (RL) Need 2nd sub. plans from PM.
EMG: 2142 (H85(94)-E/V88)
Conceptual Design: CONCEPT COMPLETE - XFERRD TO DGN ON 8/25/06 -01-24-07
Engr Services: DV for permitted access control required

District Comments

10/09/92 Coleman wants SR 87 4 laned before supporting 1/9/02 TT advs this be included with (43) (45) B&D for logical termini 2/21/02 Initial conc tm mtg 7/9/03 PAR mtg 12/5/03 SEC 404 permit request to COE 2/9/04 Planning to investigate RW acq commitment by locals; Env doc should be submitted 4-04 +- 5/4/04 Sponsor:Dist; needed proj; locals acq is doubtful 6/16/09 PFPR @ 9:00 in Dublin

Prel. Parcel CT: 16
Under Review:
Released:
Total Parcel in ROW System:
Options - Pending:
Condemnations- Pend:
Cond. Filed:
Relocations:
Acquired:
Acquired by: DOT
Acquisition MGR:
R/W Cert Date:
DEEDS CT: